

25X1

3214-63

Copy 4 of 4

7 August 1963

MEMORANDUM FOR: Chief, Security Staff, OSA

SUBJECT : Production Test Flight Installation,
Palmdale, California

25X1

2. Plant 42 (see attached aerial photograph) is about 50,000 acres of government owned land under the jurisdiction of the Air Force. All properties and plants on this land are owned by the Air Force and are let to contractor facilities on a tenant basis as long as such contractor is manufacturing aircraft under a USAF contract. For instance, North American is presently building the B-70 here. If, after the three B-70's NAA has contracted to build have been constructed and there is no follow-on contract for more B-70's, then NAA would vacate. USAF might then turn these properties over to another company producing aircraft under contract to USAF, if necessary. At present NAA, LAC, NorAir, and Northrup are producing or modifying aircraft here, and conducting the pre-acceptance test flights. Douglas is using part of an NAA hangar.

3. L/C Hurlburt's staff include L/C Joseph Davies, who will replace Hurlburt when he is transferred next month, a civil engineer, a contracts officer, three AF and one Navy acceptance test pilots and a clerical staff. Properties maintenance is provided under contract by Vinnell Corporation, i.e., providing maintenance of utilities, fire fighting and certain plant protection functions.

Edward AFB/Ked

Handle via
Control System

25X1

SECRET

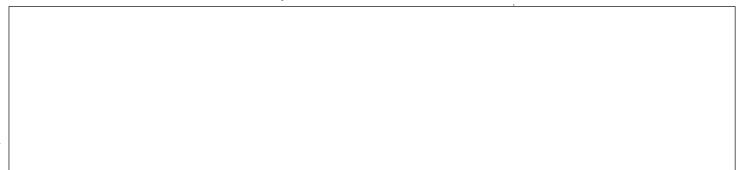
25X1

4. The plant has two 12,000 foot runways. The north runway is completely stressed for heavy jet aircraft (B-52, 707 etc.); the south runway is composed of 7,000 feet of WPA type of runway and a 5,000 foot extension of jet stressed runway. The 7,000 feet of old runway are in such bad condition that only aircraft having less than 25,000 pounds weight are permitted to land on it. This means that only light jet fighters and C-45's may use it. Connies are generally too heavy to be permitted the use of this portion of the runway. The FY-64 budget for facilities expansion calls for replacing the 7,000 foot runway with a runway stressed to accommodate heavy jet aircraft. However, so far approval has not been granted for this. Eight hundred landings a month are allocated to commercial companies for transition training. Other than this there is no utilization of Plant 42 facilities by commercial air.

For landing
- take off
- taxi away
may be used.

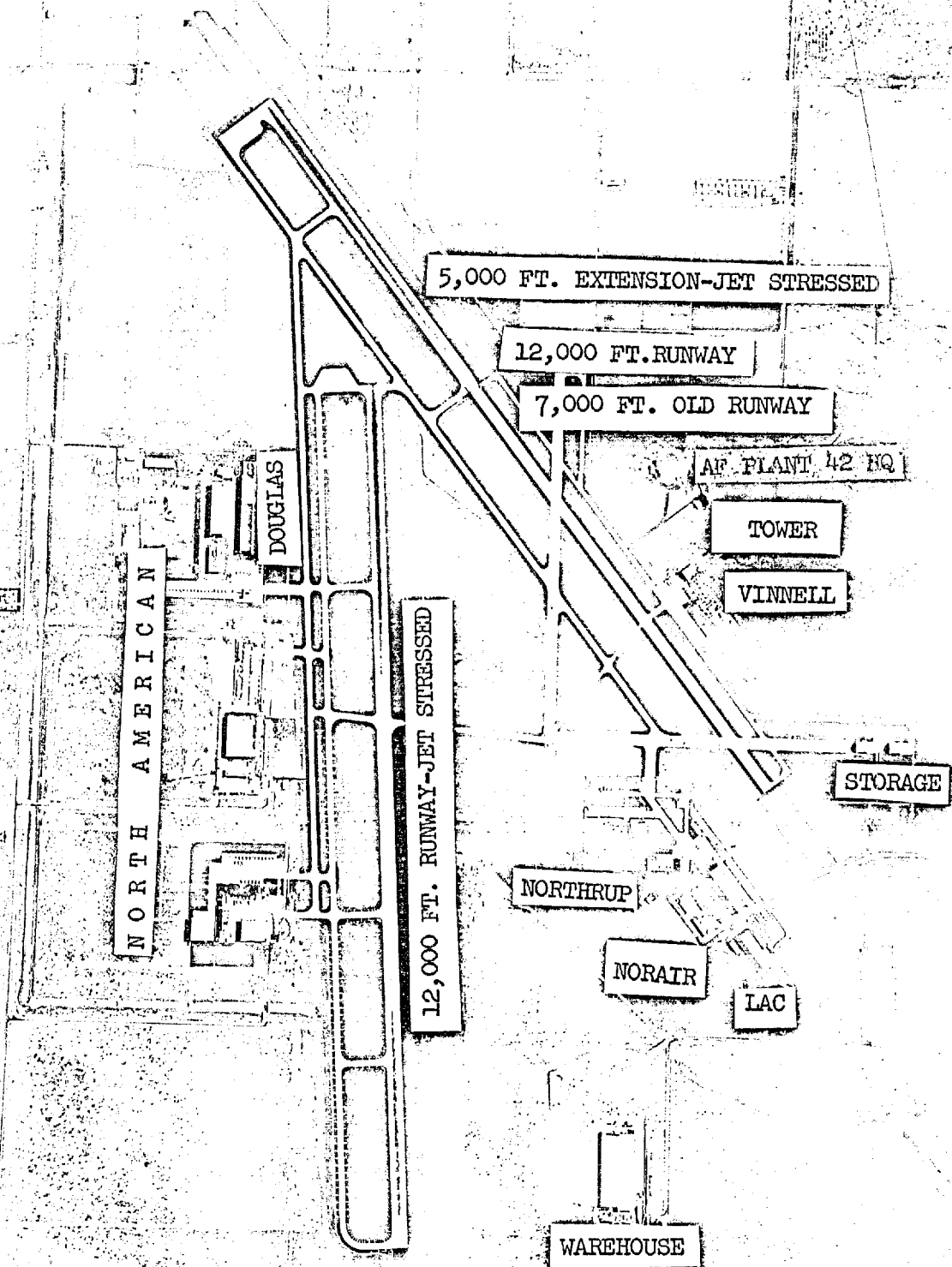
25X1 5. It is the opinion of [] and the undersigned
25X1 that if Plant 42 is used to transport LAS, HAC and Edwards people [] that the most likely embarkation and debarkation area is near the Vinnell Corporation hangar. There is parking in this area and it is sufficiently remote from the other contractor sites. As all property here is AF and buildings and hangars are moved from one area to another, depending on AF evaluation of contractor needs, there would be little problem in obtaining some sort of structure for our use if such were necessary. In order to obtain the support needed for our operation and in order to insure good cover and backstopping it will be necessary to brief the commander.

25X1 6. It was difficult to make determinations on some of the detail aspects of flying project people out because L/C Hurlburt was not cleared. However, it seemed quite clear that a plan to fly project people [] from Palmdale is feasible. The details of such a plan would have to be worked out with the help of the Plant commander after he has received some sort of briefing (not less than K-2).



25X1 [] :anw/SS/OSA

SECRET



PRODUCTION FLIGHT INSTALLATION
PALMDALE, CALIFORNIA